

Amendment A to SN 09/879,709

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Looking at Figure 17, it can be seen that each of the individual balls 18 is independently free to shift in the circumferential direction relative to the hub and the tire casing, so that, if one ball is punctured and deflates, the remaining balls are free to shift circumferentially and redistribute themselves to substantially fill the space that was created by the deflated ball, with the result being that the vehicle continues to be well-supported, and the tire does not go flat. Even if a rim lock 22 is used, as shown in Figures 3 and 5, the individual balls 18 are still free to shift circumferentially relative to the hub and tire to redistribute themselves in order to provide continued support in the event that a ball 18 goes flat.